Port of Oakland

PACECO PORTAIN

The European Connection

Today's port must be modern, efficient and free of congestion so that container cargo may flow smoothly and rapidly between the modes of connecting transportation. The port is the intermodal connector and represents as important a choice as any other selection in the total distribution process.

On the Pacific Coast of the United States, the Port of Oakland stands out as the leading containerport, and Western America's gateway for import and export cargo moving to and from Europe by the traditional, all-water route. The Port of Oakland reduces the total transit time of moving cargo from the supplier's plant to the customer's door, by providing shippers with the services of a large number of steamship lines making a maximum frequency of calls; reliable inland services, by truck or one of three transcontinental railroads, which provide the shortest transit time and equipment available for every shipment; cost saving distribution and warehousing services; and, favorable geographic location.

More than 50 international steamship lines offer frequent service between the Port of Oakland and all parts of the world. There are more than 80 containership calls each month at Oakland, more than any other Pacific Coast port, and Oakland is usually the last port-of-call outbound for most container vessels. Service between Oakland and North European ports is maintained by Euro-Pacific Joint Service, Hoegh Line, Johnson Scan-Star Service, and Vaasa Line. Ships of d'Amico Line and Italian Line are in service between Oakland and Mediterranean ports.

Oakland has the largest concentration of rail facilities in Northern California. The railroad container marshalling yards are strategically located in close proximity to the marine terminal facilities, resulting in fast and efficient interchange between ocean carrier and railroads.

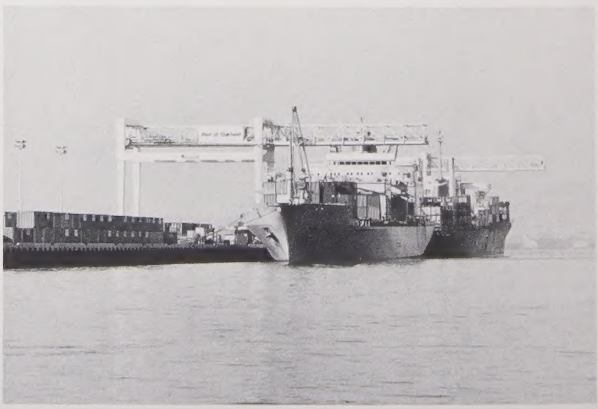
Southern Pacific Railroad has its major Northern California piggyback and container yard located within minutes of all Port container facilities. Western Pacific Railroad's intermodal yard is also convenient to all marine facilities, while the Santa Fe Railroad container handling terminal is in nearby Richmond.

All major highway systems in and out of the San Francisco Bay Area converge at Oakland. There are quick and easy accesses between the Port's marine terminal facilities and the major highway systems, and the pattern for truck traffic at the terminals is designed for efficient loading and discharge of cargo. Many major trucking companies have their terminals within two miles of the Port facilities.

The Marine Marketing Department is responsible for the marketing of waterborne commerce through the Port's marine terminals facilities to maximize utilization of facilities and services. Marine marketing includes promotion of cargo movements through the Port, analyzing cargo trends to maintain the Port's competitive position, coordination of import and export consolidation programs, and contact with steamship line and railroad marketing and management.

The Marine Marketing Department offers the following services to shippers:

- Distribution and Transportation Problem Solving – Transportation mode comparisons, specialized facilities planning, warehouse location evaluations, distribution cost analysis and material handling review.
- Customer Services – Cargo expediting and transportation coordination, assistance with import movements through cost saving import consolidation programs, follow up with export consolidators, and information on vessel sailings and service.
- Transportation Assistance – Provides information on inland transportation services and routings, and analysis of water carrier rates.



The Port of Oakland is the leader among West Coast ports in terms of berths for containerships, container handling and storage facilities and container cranes.

There are four major terminal areas with more than 400 acres of container terminal facilities, 28 berths (of which 17 are for exclusive use by container and roll-on/roll-off ships), 16 container cranes, another 40 acres of conventional break-bulk and special commodities handling area, and approximately one million square feet of Port-owned transit shed and container freight station space.

Container terminals include the **Sea-Land Terminal,** which has expanded ever since opening in 1962, and today encompasses 70 acres with two berths (Berths 8 and 9) and four container cranes; the **Oakland Container Terminal,** a two-berth, 32-acre, one crane facility; the **Outer Harbor Public Container Terminal, Berth 4,** which has one berth, one crane and 14 acres of container storage area; the **Matson Terminal,** 66 acres, three cranes, and berths for container and roll-on/roll-off vessels; the **Seventh Street Public Container Terminal,** four berths, approximately 54 acres of storage area and three cranes; **United States Lines Terminal,** a two-berth, 40-acre facility, served by two container cranes; and the 45-acre **American President Lines/Seatrain Container Terminal,** which has two berths served by two cranes.

One new container terminal is under construction in the Outer Harbor Area, and another is in the planning stages. The Outer Harbor Public Container Terminal, Berth 6, when completed in Fall, 1978, will include 19-acres of container storage area, one berth and the use of a container crane from the adjacent Sea-Land Terminal. Construction on the Outer Harbor Public Container Terminal, Berth 5, is expected to begin in 1978 and completed in 1980. This facility will have one berth, served by a container crane, and 21-acres of container yard area.

Planning is underway for the expansion, redevelopment and modernization of the Grove/Market Street complex, to create a new combination container/breakbulk facility. The Port also expects to convert portions of the Oakland Army Base for commercial cargo operations.

The Marine Terminals Department manages the Port's terminal facilities to insure efficient operations and maintain the Port's competitive position with other ports by offering the best services available. The department is responsible for freight rate research and negotiations, publication of Port tariffs, and the coordination between terminal operators and other Port departments. By maintaining continuous contact with terminal operators and steamship line officials, the department keeps apprised of plans for changes in trade routes, new and changing developments in the maritime industry and the need of shipping lines to expand terminal facilities at Oakland. The department maintains statistical reports of revenue and tonnage, publishes Port of Oakland tariffs, facilities guides and specifications, and represents the Port on traffic matters with Port associations.

Oakland has had a public harbor to serve waterborne commerce since the city was incorporated in 1851. The management of the Port has been guided by the Board of Port Commissioners since 1927, when the Port department was established as an independent agency of the City of Oakland by popular vote of the people to assure development of the Port to its fullest potential. The Port has full control of budget and management, unlike some other City ports in the U.S. which require official action by the City government before a project may be authorized.

Historically, the Port of Oakland developed around the outbound shipment of canned goods, primarily destined for Europe, and the U.S. East Coast, and imports to a large local consumer market. Then, in the early 1960's, containerization started to change the waterfronts of the world. Oakland was one of those ports that built larger berths, vast storage areas for containers, and erected giant container cranes.

Since that time, Oakland has grown to become the largest containerport on the U.S. Pacific Coast, second largest containerport in the United States, fifth largest containerport in the world, and has built an international reputation as one of the best equipped and busiest containerports.

The Oakland Board of Port Commissioners, governing body of the Port, sets policies, and has planning and fiscal responsibilities. The Board has exclusive control of all Port revenues and of proceeds of all bond sales for harbor and airport improvements. Port operations do not receive tax or financial support in any way from the City of Oakland.

The Port of Oakland is a non-operating port, and it develops marine terminal facilities in accordance with the requirements of the steamship companies, terminal operators and stevedoring companies that use or lease them.

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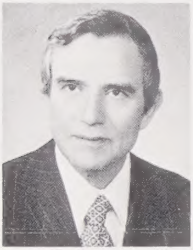

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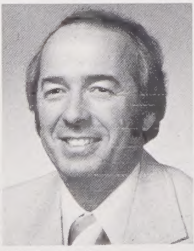

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